

MEMORANDUM

DECEMBER 19, 1991

*Binder at
back of book*

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: LINDA MONGELLI HAAR, ASSISTANT DIRECTOR
NEIGHBORHOOD PLANNING AND ZONING
GERALD KAVANAUGH, DIRECTOR OF INSTITUTIONAL
PLANNING
ERIC SCHMIDT, DIRECTOR OF URBAN DESIGN
EDWARD C. O'DONNELL, DEPUTY DIRECTOR MANAGEMENT
AND OPERATIONS

SUBJECT: ALLSTON LANDING ECONOMIC DEVELOPMENT AREAS
SECTION 51-22, ALLSTON-BRIGHTON NEIGHBORHOOD
DISTRICT

SUMMARY: Request authorization to make application to the Executive Office of Transportation and Construction (EOTC) and Department of Public Works (DPW) of the Commonwealth of Massachusetts for funding through the Public Works Economic Development (PWED) Grant Program in support of planned public improvements to the Allston Landing Economic Development Areas and to conduct a Public Hearing in regards to that proposed application.

On November 12, 1991, Mayor Raymond L. Flynn signed the Boston Zoning Commission's amendment to the Boston Zoning Code establishing Article 51 of the aforesaid Code, the "Allston-Brighton Neighborhood District. Section 51-1 of the "Allston-Brighton Neighborhood District" text contains the Statement of Purpose, Goals and Objectives. Within Section 51-1 is the objective,

"... to encourage economic growth, including manufacturing, commercial and research and development, and encourage the diversification of Boston's and Allston-Brighton's economy, with special emphasis on creating and retaining job opportunities."

Of particular importance is that section of the amendment, Article 51-22, which establishes the Allston Landing Economic Development Areas ("EDA's") within the Allston-Brighton Neighborhood District: the Allston Landing North EDA and the Allston Landing South EDA. The text points out that:

"Allston Landing has uniquely favorable access to the regional transportation network system, with direct truck access from major roads. This access provides a prime location for preserving industrial uses and attracting new manufacturing, commercial and research and development uses, while minimizing impacts upon the adjacent residential community."

Related to the plans contained within Article 51-22, the Authority has advanced the concept for a "Riverfront Research and Development Park", encompassing fifty-one acres of the Allston Landing North subdistrict site. Conceived in close cooperation with the Massachusetts Turnpike Authority, the largest landowner upon the Allston Landing site, the Riverfront Park concept envisions subdividing the site into no more than four development parcels sufficient for the purposes and goals outlined for the Allston Landing EDA's. With the subdivision of the site, new publicly-owned streets, sidewalks and related infrastructure improvements will also result.

In order to further the concept of the Riverfront Park, a comprehensive engineering and feasibility analysis needs to be undertaken. The Turnpike Authority is currently studying improvements to the current entry and egress system upon the site, including upgrading access from Cambridge Street, Storrow Drive and the Allston-Brighton Turnpike ramps. Within the proposed Riverfront Park itself, however, it is necessary both to examine infrastructure needs and to secure a funding source for design and construction.

The Commonwealth of Massachusetts "Public Works Economic Development (PWED) Program" (701 CMR 5.00) originates from the 1981 Transportation Bond Act (St. 1981, c. 732). The purpose of the PWED program is defined by Section 5.04, which states,

"Eligible projects shall include but will not necessary be limited to projects for the design, construction and/or reconstruction of existing and/or newly located public access roads, streets and bridges, curbing, sidewalks, lighting systems, traffic control and service facilities, drainage systems and culverts associated with a municipal economic development effort which seeks to or will:

- a. retain, establish, expand or otherwise revitalize industrial or commercial plants or facilities;
- b. have a positive impact upon the local tax base;

- c. create or retain long-term employment opportunities;
- d. leverage high ratio private investment, and;
- e. strengthen the partnership between public and private sectors."

In order fully to plan, design and construct the infrastructure improvements needed to create Riverfront Park, it is our estimate that \$4,000,000 is required. Through these improvements, the Allston Landing North area can be transformed into a world class research and development site, consistent with the planning goals set forth by the BRA and the community. The commonality of purpose and need among the Allston Landing EDA's, the PWED program and the Riverfront Park plan is clear. Accordingly, authorization is hereby requested for the Director, on behalf of the City of Boston, to make application to EOTC for \$4,000,000 in PWED funds for the analysis, design and construction of public infrastructure improvements at Allston Landing.

An appropriate vote follows:

VOTED: That the Director be authorized to make application to the Executive Office of Transportation and Construction and Department of Public Works of the Commonwealth of Massachusetts for funding through the Public Works Economic Development Program in the amount of \$4,000,000, in order to analyze, design and construct public infrastructure improvements needed to support the development of the Allston Landing Economic Development Area.